ATTENTION: We've done the heavy lifting by preinstalling the Stock TBW wire and heated grip wire **(ONLY for the TBW and Heated Grip Wires, the CAN-Bus Wire is 100% Plug-and-Play)**. But you may still need a bit of snip-snip action during the reconnection. Why the cut? we acknowledge the reality of the limited space of the handlebar, skip the pain of rerouting and get cruising in no time. In addition, we attached enough Pre-Soldered Heat Shrink Connectors to simplify the reconnection, please refer to the following steps.

1). Cut the existing TBW and Heated Grip harness, so that you have approximately 10 inches of wire length from the controls to start.
NOTICE: You can always cut more, but you can never cut less! Pull off the stock casing and replace it with a piece the of heat shrink included in your kit, and then shrink it with a heat gun, and allow it to cool off.

2). Now please strip all of the TBW and Heated Grip wires back approximately 1/4 inch to reveal the bare wire.

3). Now start putting your wires together. With the wires now cut and stripped, begin placing them into the pre-soldered heat shrink connectors, matching the colors one wire at a time.
When connecting the wires, make sure that the copper wires on both sides are tightly connected. This ensures a proper connection before heating the connector and melting the solder. Continue putting the wires together one by one.
Then, also one wire at a time, heat the pre-soldered heat shrink connectors with your heat gun, keeping each connector as isolated and stationary as possible. Heat the solder inside each connector until you see it liquefy/melt, then remove the heat and keep the wire stationary for another 5 seconds or so to allow the connection to cool and harden. Repeat for all of the other wires from your controls to the prewired harness.

INSTALLATION INSTRUCTIONS

Step 1 - Removal of Original Handlebar:

- Optionally, remove the windshield.
- Disconnect brake and clutch lines following your motorcycle manual.
- Slide off both grips.
- Remove mirror mounts, switch housings, and the clutch lever assembly.
- Loosen the riser clamp bolts and remove the old handlebar.

Step 2 - Wire Connection for New Prewired Handlebar:

First of all, take a second to inspect how your handlebars are set up when they arrive. All of the wiring harnesses (including TBW, CAN-Bus, Turn Signal Wire and Heated Grips Wire Harness) are prewired, precut, and have PLUG N PLAY connectors preinstalled at each end.

ATTENTION: We've done the heavy lifting by preinstalling the Stock TBW wire and heated grip wire **(ONLY for the TBW and Heated Grip Wires, the CAN-Bus Wire is 100% Plug-and-Play)**. But you may still need a bit of snip-snip action during the reconnection. Why the cut? we acknowledge the reality of the limited space of the handlebar, skip the pain of rerouting and get cruising in no time. In addition, we attached enough Pre-Soldered Heat Shrink Connectors to simplify the reconnection, please refer to the following steps.

1). Cut the existing TBW and Heated Grip harness, so that you have approximately 10 inches of wire length from the controls to start.
NOTICE: You can always cut more, but you can never cut less! Pull off the stock casing and replace it with a piece the of heat shrink included in your kit, and then shrink it with a heat gun, and allow it to cool off.

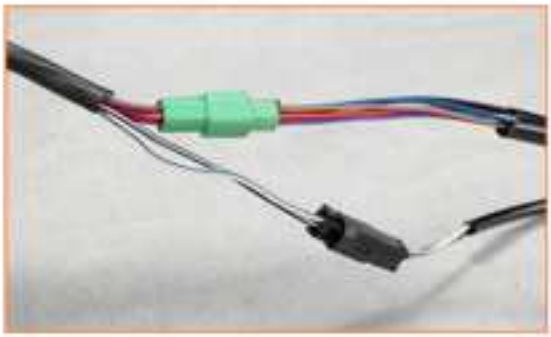
2). Now please strip all of the TBW and Heated Grip wires back approximately 1/4 inch to reveal the bare wire.

3). Now start putting your wires together. With the wires now cut and stripped, begin placing them into the pre-soldered heat shrink connectors, matching the colors one wire at a time.
When connecting the wires, make sure that the copper wires on both sides are tightly connected. This ensures a proper connection before heating the connector and melting the solder. Continue putting the wires together one by one.
Then, also one wire at a time, heat the pre-soldered heat shrink connectors with your heat gun, keeping each connector as isolated and stationary as possible. Heat the solder inside each connector until you see it liquefy/melt, then remove the heat and keep the wire stationary for another 5 seconds or so to allow the connection to cool and harden. Repeat for all of the other wires from your controls to the prewired harness.

4). Once all the wires from your controls to the prewired harness are connected, this is what the wiring should look like. The connectors should be staggered, which allows for the wires to be pulled through the bars much easier, and with much less resistance.
Pull the heat shrink that is already included on the harness over the connections you just made in the previous step. Heat the heat shrink, and allow it to cool for a few seconds.

5). Using clutch cable lube, spray liberally inside the bars as well as on the harness,
more and better. This will assist in getting the wiring the rest of the way through the bars.

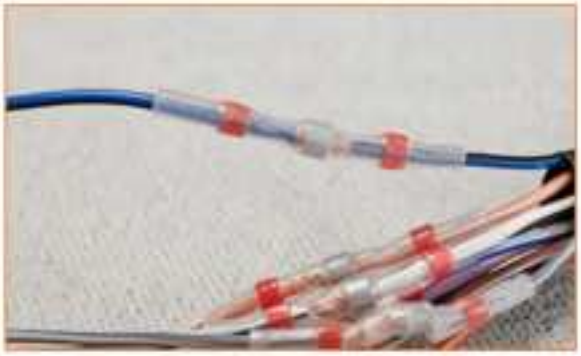
6). Now push/pull the slack of the wiring through the bars.
NOTE: The motion is more of a 'push/pull' or back/forth technique rather than a 'pull'. If you try to 'pull', the harness will get stuck inside. So please be patient, use more lube if necessary, and it will be through in a matter of minutes.
Repeat this step for the other side of the controls.



7). Now begin to install your twist grip sensor. Plug the green connector from your stock twist grip sensor into the green plug of the pre-wired harness, same for the black heated grip connector. Once plugged in, you can take the slack through the bars as you did with your controls in Steps 6-7. There are quite a few wires in there, so it will be snug. Again, take your time, use plenty of lube, and everything will go through in a matter of minutes.

Please refer to the following steps to complete the re-connection of the Color-coded Wires:

- Take a photo for the color-coded old wires before re-connection.
- With the wires now cut and stripped, begin placing them into the pre-soldered heat shrink connectors, matching the colors one wire at a time.
- Connecting the wires base on the photo you took before, make sure that the copper wires on both sides are tightly connected. This ensures a proper connection before heating the connector and melting the solder. Continue putting the wires together one by one.
- Then, also one wire at a time, heat the pre-soldered heat shrink connectors with your heat gun, keeping each connector as isolated and stationary as possible.
- Heat the solder inside each connector until you see it liquefy/melt,
- then remove the heat and keep the wire stationary for another 5 seconds or so to allow the connection to cool and harden. Repeat for all of the other wires.



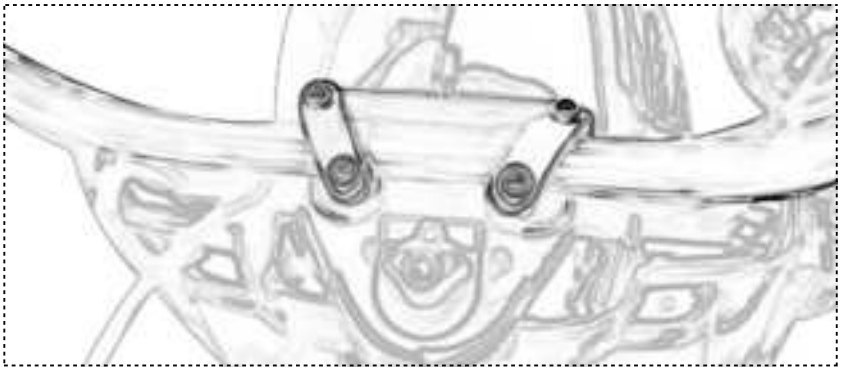
Step 3 - Installation of New Handlebar:

- Install the handlebar, guiding the wire bundles down through the upper fork bracket.
- Seat the handlebar with the knurled area centered.
- Install the riser clamp and bolts but keep them loosely tightened.
- Adjust the handlebar angle to run parallel to the front forks.
- Tighten to Torque: 17-21 N.m.

Step 4 - Hand Control and Housing Installation:

Note: If opting for a taller handlebar, consider longer lines and wires.

- Install throttle cables and the right grip/throttle assembly.
- Install switch housing and brake lever assembly. Consult your motorcycle's owner's manual or seek help from a certified mechanic if needed.
- Verify that the right grip/throttle sleeve rotates freely.
- Install the left handlebar grip.
- Install switch housing and clutch lever assembly. Refer to your motorcycle's owner's manual.
- Install a sufficiently long clutch line and connect it.
- Install the brake line according to your motorcycle's owner's manual.



Step 5 - Electrical Connection:

- Reattach all electrical components removed in Step 1.
- Ensure all pins are attached and test turn signals, brake lights, and other electrical components.

Step 6 - Safety Check:

- Ensure all wiring and cables are secure, and nothing is obstructing the bike's mechanical parts.
- Test the brake to ensure it's working properly.
- Test turn signals and press the brake to check the brake light.
- Move the handlebar from left to right and back to ensure smooth movement without obstruction.

WARNINGS!

- Do not proceed if you're unsure about the steps. Consult local dealer.
- The product provider is not responsible for any damage or injury resulting from improper use.
- Ensure no part of the product obstructs your bike's functioning.
- Follow these steps, and you'll be back on the road in no time! Stay safe out there!

Technical Support Email: customerservice@prewired.top